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COLONIAL REPORTS

Falkland Islands

1949



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COLONIAL OFFICE

REPORT ON

The

FALKLAND ISLANDS

and Dependencies

FOR THE YEAR

1949

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The cover illustration shows Ross Road and Christ Church Cathedral
With acknowledgments to Mr. E. F. Lellman

Introductory Note

Since conditions, physical, climatic and economic, are so different in the Colony from those in the Dependencies, this report is divided into two sections.

(A) *THE COLONY*

Review of 1949

ON 4th March, 1949, the Colony's new Constitution was inaugurated. For the first time four out of six of the unofficial members have been elected by popular vote. The new Legislative Council comprises the three senior officials in the Administration, namely the Colonial Secretary, the Senior Medical Officer and the Agricultural Officer who hold their seats by virtue of office ; four elected members representing Stanley and East and West Falkland, two nominated unofficial members selected by the Governor and three nominated official members. The Council has thus an evenly balanced Chamber with the Governor as President exercising a casting vote only.

The Falkland Islands Government Air Service which was inaugurated in 1948 is fast becoming a vital asset in the communications of the Colony and during the year under review did much to lessen the feeling of isolation in the Camp*. Although the service could only operate to Camp stations which had been able to prepare suitable landing strips, it is intended on the return of the Norseman and Auster float planes from the Antarctic to carry out experimental flights to all parts of the Colony.

By the end of the year the new Town Hall erected to replace that destroyed by fire in 1944 was well advanced, despite the delay in arrival of the steel trusses for the roof. Other work being undertaken by the Public Works Department included the construction of the new power house and the first stage of the re-construction of the King Edward VII Memorial Hospital.

On the economic side the South Atlantic Sealing Company sponsored by the Colonial Development Corporation came into being and the greater part of its boats and equipment had arrived in the Colony by the close of the year. The company hopes to be operating by the middle of 1950.

* i.e. the entire area outside Port Stanley.

Following the visit of a representative, the Colonial Development Corporation, in consultation with the Governor and the Colonial Office, decided to proceed with the establishment of a freezer on the Falkland Sound. The Corporation's engineer is expected to arrive in the Colony early in 1950 and the Corporation hopes to commence operations during the killing season of 1952.

PART I

Chapter 1 : Population

THE population is entirely white and has been derived to a large extent from the United Kingdom, though there are many Scandinavian strains. On 31st December, 1949, it numbered 2,267—1,250 males and 1,017 females. The density of the population is about one person to every two square miles. Approximately one half of the inhabitants live in Stanley, the capital, while the remainder are divided more or less equally between the outlying districts of the East and West Falklands. The number of births registered in 1949 was 40, and of deaths 33. Seventeen marriages were celebrated during the year. Two deaths occurred among infants under two years of age. Two hundred and eighteen persons arrived in the Colony and 226 left during 1949.

Chapter 2 : Occupations, Wages and Labour Organisation

OCCUPATIONS

The principal industry, sheep-farming, employs between 400 and 450 men. Labour in Stanley is almost solely at the disposal of the Government and of the Falkland Islands Company, Limited ; the former employed an average of 90 men on hourly wages during the year.

WAGES

Basic rates of wages were revised during the year following the report of a committee appointed by the Governor to examine the cost of living. In Stanley unskilled labourers were paid at the rate of 1s. 4d. per hour, plus 4d. per hour cost-of-living bonus ; and skilled labourers and artisans received 1s. 7d. and 1s. 9d. respectively, plus 4d. cost-of-living bonus. The hours of work remained unchanged at 45 per week.

On the sheep farms in the country districts wages are calculated on a monthly basis as follows : general labourers, termed " navvies " £7 to £8, and shepherds £8 to £9, plus cost-of-living bonus at the rate of £3 5s. per month. In addition they receive free quarters, fuel, meat, milk and garden produce.

Labour legislation enacted in 1949 included the Trade Disputes (Arbitration) Ordinance No. 10 ; the Trade Unions and Trade Disputes (Amendment) Ordinance No. 18 ; the Workmen's Compensation (Amendment) Ordinance No. 23 and the Shipworkers Protection Regulations No. 7

COST OF LIVING

Mutton is the staple meat ; beef is little used except in winter, and the supply of fresh fish, fowls and pork is uncertain and irregular ; consequently diet is somewhat restricted in variety. Vegetables are normally difficult to buy and the majority of householders grow their own in the gardens which are attached to most houses.

There are three small hotels in Stanley, and a few private houses offer a reasonable degree of comfort and convenience for residents and occasional visitors at charges ranging from £2 2s. to £3 3s. per week. About two miles south-east of Stanley is the Mon Star Hotel, pleasantly situated on the shore overlooking Rookery Bay.

Unfurnished houses for workmen cost from £2 to £3 10s. per month. In the majority of cases the Government provides houses for its overseas officials at a rent of 5 per cent of their salary. Houses if not so provided are very difficult to obtain and the rent of an unfurnished house is about £50 a year.

The following prices of some important commodities will give an idea of the present cost of living :

Bread	. . . . .	10d. per 2-lb. loaf
Butter (imported)	varies between 2s. 8d. and 3s. 6d.	per lb.
Margarine	. . . . .	2s. 2d. per lb.
Coffee	. . . . .	4s. 3d. per lb.
Tea	. . . . .	5s. 10d. per lb.
Eggs	. . . . .	3s. per dozen
Flour	. . . . .	4d. per lb.
Meat :		
Beef	. . . . .	5d. per lb.
Mutton	. . . . .	3d. per lb.
Pork	. . . . .	2s. per lb.
Ham	. . . . .	6s. per lb.
Bacon	. . . . .	4s 6d. per lb.
Milk	4d. per pint (supplies are limited during the winter)	
Jam	. . . . .	2s. per lb.
Sugar	. . . . .	7½d. per lb.
Vegetables :		
Onions (imported)	. . . . .	6d. per lb.
Potatoes (imported)	. . . . .	6d. per lb.
Dried Fruit :		
Sultanas	vary between 1s. 8d. and 2s 10d.	per lb.
Currants	. . . . .	1s. 6d. per lb.
Raisins	. . . . .	1s. 9d. per lb.
Quaker oats	. . . . .	1s. 2d. per lb.
Cereals	. . . . .	1s. 2d. to 2s. per packet.

Cigarettes	from 3s. to 3s. 9d. for 50
Tobacco	from £1 per lb.
Alcohol : Whisky	22s. per bottle
Brandy	18s. per bottle
Gin	17s. per bottle
Beer	1s. 2d. per pint
Paraffin	3s. 6d. per gallon
Electricity	9d. per unit

An important item in the domestic economy is peat, the only fuel available, which is sold by the load. A lorry load costs between £1 and £1 5s. and a year's supply averages between 15 and 25 loads, depending on the size of the house and the quality of the peat. The majority of the local inhabitants, who are accustomed to handling peat from childhood, cut their own supplies and have only the expense of carting it from the peat banks.

Chapter 3 : Public Finance and Taxation

Until 1880 the Colony received a regular grant-in-aid from the Imperial Treasury and a special grant for a mail service until 1885 since when it has been self-supporting. Grants are, however, received under the Colonial Development and Welfare Act.

The revenue of the Colony for 1949 from all sources was £169,811 against £148,934 in 1948, and from ordinary sources £166,838 against £128,617. Ordinary expenditure was £112,436 and extraordinary £51,476. The year 1949 therefore showed a surplus of £5,899.

Figures of revenue and expenditure for the five years up to 1949 are as follows :

	REVENUE		EXPENDITURE	
	<i>Ordinary</i>	<i>Total</i>	<i>Ordinary</i>	<i>Total</i>
	£	£	£	£
1945	110,051	110,677	88,063	102,470
1946	198,601	198,879	219,854	222,164
1947	103,463	103,788	115,620	124,289
1948	128,617	148,934	121,842	162,694
1949	166,838	169,811	112,436	163,912

There is no public debt. The excess of assets over liabilities shown in Capital Account (Land Sales Fund) on 31st December, 1949, was £259,260. On the same date, the Reserve Fund amounted to £9,881.

As from 1st October, 1948, the accounts of the Dependencies were completely separated from those of the Colony.

The principal heads of taxation are customs import and export duties and income tax.

Duties were payable at the following rates :

Import

Wines : General, 6s. 6d. per gallon in bulk ; Empire, 4s. 6d. per gallon in bulk.

General 14s. 3d. per dozen quart bottles ; Empire 9s. 9d. per dozen.

Spirits : 52s. per gallon, except Rum 36s. per gallon.

Malt Liquors : 1s. per gallon in cask, 1s. per dozen pints.

Tobacco : 6s. per lb.

Cigarettes : 10s. per lb.

Matches : General, 10s. per gross boxes; British 5s. per gross.

Export

Wool : *Ad valorem* duty ; 1d. per lb. for 1949 clip.

Tallow, hides and skins : 2½ per cent of selling price.

Whale and seal oil : 6d. per barrel of 40 gallons for each £5 of the average market price per ton.

Other whale and seal products : 6d. per 100 lb.

Income Tax : Maximum rate 3s. 6d. in the pound.

The revenue from these duties in 1949 was :

For imports	£ 11,245
For exports	15,532
Income tax, including company tax	48,661
	<hr/>
	£75,438
	<hr/>

There are no excise duties.

Chapter 4 : Banking and Currency

There are no banks other than the Government Savings Bank which pays interest on deposits at 2½ per cent per annum.

The sum on deposit on 31st December, 1949, was £552,384, and the number of depositors was 1,851, the average for each depositor being £298. This is equivalent to £243 per head of the population and compares with £86 ten years ago.

Remittances by any person or firm can be made through the Commissioner of Currency and the Crown Agents for the Colonies at a charge of 1 per cent. The Falkland Islands Company, Limited, and the Estate Louis Williams who act as bankers and financial agents for the farms undertake a similar service.

The legal tender is British coinage and local £5, £1 and 10s. notes. The estimated value of coin in circulation on 31st December, 1949, was £6,500 and of notes £53,500.

Chapter 5 : Commerce

With the exception of meat and a limited quantity of garden produce, practically the whole of the Colony's requirements in foodstuffs is imported.

The value of imports and exports for 1949, 1948, 1947 and 1946 is as follows :

IMPORTS				
	1946	1947	1948	1949
	£	£	£	£
Food, Drink & Tobacco	55,418	80,298	82,655	58,202
Raw materials . . .	50,284	60,282	38,052	35,625
Mainly manufactured	110,419	98,060	165,379	194,962
Miscellaneous . . .	5,438	6,656	7,126	5,726
Bullion & Specie . .	—	—	—	—
Total Imports . . .	£221,559	£245,296	£293,212	£294,515

EXPORTS				
	1946	1947	1948	1949
	£	£	£	£
Wool	231,700	238,550	277,900	384,820
Hides & Skins . . .	14,175	12,821	23,930	63,878
Tallow	13,550	5,775	6,616	7,110
Seal Oil	—	900	—	—
Livestock	—	—	—	2,000
Other articles . . .	34,488	7,050	12,938	914
Total exports . . .	£293,913	£265,096	£321,384	£458,722
Re-exports	34,488	7,020	12,835	8,286

SOURCES OF IMPORTS (PERCENTAGE)

	1946	1947	1948	1949
British Commonwealth	53.54	51.35	74.19	79.6
Foreign Countries . .	46.46	48.65	25.81	20.4

PRINCIPAL SUPPLYING COUNTRIES

	1946	1947	1948	1949
	£	£	£	£
United Kingdom . . .	108,602	122,324	200,200	212,213
Other parts of British Commonwealth . .	10,022	3,637	17,358	19,115
Argentina	19,973	22,300	15,542	17,839
Brazil	8,688	5,152	—	—
Chile	11,295	15,392	—	—
Sweden	886	14,831	26,545	16,212
Uruguay	55,656	56,711	24,226	15,950
U.S.A.	4,737	4,020	8,093	4,617

PRINCIPAL IMPORTS AND SOURCES OF SUPPLY, 1949

<i>Item</i>	<i>Value</i>	<i>Quantity</i>	<i>Principal supplying countries</i>	
			<i>U.K.</i>	<i>U.K. £</i>
Provisions.	£45,527		U.K.	£20,784, Uruguay £4,952, Argentine £16,793
Hardware	£131,816		U.K.	£113,381, Uruguay £1,179, U.S.A. £3,677
Drapery	£4,138		U.K.	£4,001, Argentine £137
Coal, coke & oil fuel	£723		Uruguay	£723
Timber	£17,908		Sweden	£16,163, Chile £1,745
Paint	£7,122		U.K.	£7,073, Sweden £49
Chemicals	£6,066		U.K.	£5,688, Uruguay £316
Beer.	£2,132	5,728 gal.	U.K.	£2,126
Spirits	£4,148	2,838 gal.	U.K.	£4,094, British West Indies £54
Tobacco	£2,303	8,063 lb.	U.K.	£2,266
Wines	£641	646 gal.	U.K.	£450, South Africa £94

PRINCIPAL EXPORTS, 1949

	<i>Value</i>	<i>Quantity</i>	<i>Destinations</i>	
			<i>All to</i>	<i>United Kingdom</i>
Wool	£384,820	4,094,429 lb.	All to	United Kingdom
Tallow	£7,110	820 cwt.	To	United Kingdom and Holland
Hides & Skins	£63,878	3,431 cwt.	All to	United Kingdom
Live Sheep	£2,000	2,000 No.	All to	Chile.

Chapter 6 : Production

The undeveloped resources are the very extensive kelp (*Macrocystis*) beds, a large herd of sea lions, and the whales which are found in the surrounding waters; apart from these and the pasture no other resources are known. Sealing in the islands is expected to resume during 1950, and an exploratory licence granted to a South African firm may lead to the development of a fishing industry.

The pasture is the basis of the only industry at present in operation—sheep farming—which is primarily concerned with the production of wool, skins and tallow for export, the latter being a by-product. Meat is used solely for local consumption, but the decision of the Colonial Development Corporation to establish a freezer in the Colony will lead to the utilisation of surplus sheep for export.

With the exception of some 40,000 acres remaining to the Crown, all land is now freehold and the whole of it is divided into sheep farms or ranches varying in size from 3,600 to 400,000 acres and carrying from 1,700 to 80,000 sheep, approximately one sheep for every three acres. Forage crops are produced to a very limited extent, but with this exception there is no agriculture.

The average weight of wool exported annually during the past five years was 4,592,126 pounds. In 1949 it amounted to 4,094,429 pounds, or less by 642,521 pounds than the preceding year.

Hides and skins were valued at £63,878 as against £23,930 in the previous year.

The whole of the produce in 1949 was exported to the United Kingdom with the exception of 685 cwt. of tallow which was sent to the Netherlands.

During the year 31 rams were imported from New Zealand; two bulls were imported from the United Kingdom and Uruguay; 6 pigs were imported from Uruguay; eight dogs from the United Kingdom and Uruguay and 226 horses from Chile, Uruguay and the United Kingdom. Two-thousand sheep were exported to Chile.

Chapter 7 : Social Services

EDUCATION

Education throughout the Colony is conducted by Government and is compulsory in Stanley only between the ages of 5 and 14. Voluntary classes enable study to be continued to the age of 16.

In Stanley there are two schools, an infants' school and a combined junior and senior school. Boarding allowances are granted to assist children from country districts to attend school in Stanley.

Country children who are unable to come to Stanley are taught either in small one-teacher schools (some full-time, others part-time)

or by travelling teachers. In 1949 the Government maintained three full-time schools, two part-time schools and three travelling teachers on East Falkland, and one full-time school, two part-time schools and four travelling teachers on West Falkland.

The Government grants two scholarships each year for three-year courses of secondary education at the British School in Montevideo. There are as yet no facilities in the Colony for higher or vocational education.

HEALTH

The climate is healthy, especially in the Camp districts, but rather damp in and around Stanley and therefore not very suitable for persons with rheumatic tendencies. During the summer the constant high winds are trying.

The quality of the food in the Colony is good, although it lacks variety, especially with regard to vegetables, but with care in cultivation it is possible to guarantee a nine months' supply. Fruit is imported from Montevideo, but red and white currants, gooseberries and raspberries and rhubarb grow well.

The staff of the Medical Department includes a senior medical officer, three medical officers, one of whom is stationed at Fox Bay in West Falkland and another at Darwin in East Falkland, a dental surgeon, a nurse-matron and a qualified nursing sister, and in addition six junior nurses locally recruited and trained.

The King Edward VII Memorial Hospital in Stanley has 17 beds, an operating theatre, quarters for nurses, and an out-patients department. Separate buildings provide a surgery and workshop for the dentist. Extensive alteration and extensions to the Hospital are being carried out under a Colonial Development and Welfare scheme.

During 1949, 157 persons were admitted to hospital as against 148 in 1948; 1,549 new cases were seen in the out-patients department, and 4,368 visits were made to patients in their own homes in Stanley. One hundred and thirty-five operations were performed—49 major and 86 minor—as compared with 86 in 1948. Eight patients died in hospital.

The medico-electric department again proved of special value in cases of skin disease and muscular rheumatism.

The out-patients department of the hospital provides ante- and post-natal services in Stanley, the clinics being very well attended, but this service does not extend to the Camp at present. Thirty-three births took place in the hospital with no maternal deaths.

The government-owned vessel *Philomel* continued to be used as an ambulance ship and brought patients to Stanley on 14 special voyages. The institution of the air ambulance service has proved a great boon to the Colony.

HOUSING

Houses are mostly of timber with corrugated iron roofs. All houses are built on permits from the Board of Health and must conform to its requirements regarding sanitation and construction. Owing to an increase in the urban population and the wartime scarcity of building materials, there is a slight shortage of houses in Stanley. This shortage is being met by new construction, but the high price of materials acts as a brake on progress.

The Government maintains accommodation for its officials, and two blocks of small houses which are rented to the more necessitous members of the community. A second new Government bungalow was completed during 1949.

All premises in the town are regularly inspected and householders are required to keep them in a sanitary condition. The Board of Health has powers to condemn houses if they are unfit for habitation. In general, the housing is satisfactory.

SOCIAL WELFARE AND AMENITIES

There are no orphanages or poor law institutions. Poor relief, formerly administered by Government, was granted by the Stanley Town Council in certain necessitous cases. The amount expended during 1949 was £890.

Legislation exists for the payment of compensation to workmen for injuries suffered in the course of their employment and a local society, the Stanley Benefit Club, provides payments in the event of sickness or death.

There are four social clubs, the Colony Club, the Falkland Club, the Working Men's Social Club and the Falkland Islands Defence Force Club; membership of the last is limited to the personnel of the Force, both serving and retired. The Defence Force Rifle Association caters for what is probably the most popular pastime in the Islands. The rifle range, which lies on the common to the south-west of Stanley, has firing points up to 1,000 yards and is equipped with five targets. Shoots are held every week-end in the summer months (weather permitting) and the Association holds an annual meeting in Stanley on the lines of that at Bisley. The Colony has been represented at Bisley in the inter-colonial competitions for a number of years. The Defence Force Drill Hall has a miniature rifle range with ten targets. From time to time successes have been gained in competitions inaugurated by the National Small-bore Rifle Association, and in 1949 the Colony was third in the Overseas Postal Match. The Drill Hall is also used by Defence Force Members for badminton and table tennis.

The 1st Falkland Islands Company of the Boys' Brigade, which was formed in 1944 by Captain McCubbing and men of the Royal Scots Regiment, then stationed in Stanley, has its headquarters in

the Church Hall. Early in 1949 the 1st Falkland Islands Team of Life Boys was formed and at the close of the year had a membership of 30.

The Stanley Sports Association holds an annual meeting in December of each year for horse racing and athletic and gymkhana events. The racecourse, 900 yards long, lies to the west of Stanley and is also used as a landing ground. Sports meetings are also held annually at Darwin on the East Falklands and on the West Falklands.

Physical training, football, hockey and gymnastics form a regular part of the curriculum of the school.

Besides Christ Church Cathedral, consecrated in 1892, there are two other places of public worship in Stanley, St. Mary's, the Roman Catholic Church, and the United Free Church. Church services are relayed every Sunday evening for the benefit of Camp listeners.

There are public baths and a well-equipped gymnasium in which a cinema show is held twice weekly, usually on Saturday and Sunday. The gymnasium has also been used for public dances pending the completion of the new Town Hall.

The old hall was accidentally burned down in 1944 and is being rebuilt with the assistance of a grant from Colonial Development and Welfare funds. The new Town Hall, which will meet all possible needs as a community centre, will include office accommodation for the Post and Telegraphs Department, Town Council and the Supreme Court.

The Guild of Weavers, Spinners and Dyers which was formed in 1948 continued to flourish during 1949 and staged an exhibition of work towards the end of the year.

Chapter 8 : Legislation

The revision of the Laws of the Colony was begun in 1947 and the Legal Secretary returned to the United Kingdom in 1950 where he will undertake the work of proof reading and indexing.

Chapter 9 : Justice, Police and Prisons

The judicial system of the Colony is administered by a Supreme Court (with the Governor sitting as Judge) and a Magistrate's Court in Stanley. A number of the farm managers are justices of the peace and as such have power to deal with minor offences. There is a Police Force consisting of a Chief Constable, a police sergeant and five constables. The Chief Constable is also gaoler-in-charge of the prison in Stanley.

Crimes of violence, and indeed serious crimes of any description, are rare. Cases of petty theft and of injury to property, however, occur from time to time.

The total number of crimes dealt with during the year was 17. The following is a comparative table for 1948 and 1949 :

	1948	1949
Total number of crimes	11	17
Larcenies	7	8
False Pretences	Nil	6
Breaking and Entering	4	3
Crimes detected	2	12
Percentage Detection	18.2	70.5
Value of property involved	£248	£74
Value of property recovered	£207	£27

Chapter 10 : Public Utilities

A 24-hour electricity supply with a voltage of 220 A.C. is available in Stanley, the generators being driven by internal combustion engines. Work started in 1948 on the erection of a new and more modern power house was well advanced by the end of 1949, and it is hoped to instal the new generators and place them in service during the second half of 1950.

The water supply is wholesome, but at present barely adequate for the growing needs of Stanley. It is brought by pipe-line from a distance of about three miles and storage is available for some 355,000 gallons. The distributing mains serve the whole town and the water supply is very widely used so that the number of rain-water tanks is rapidly diminishing

Chapter 11 : Communications

Communications between Stanley and the outside world is effected via Montevideo by the Falkland Islands Company with their ship the s.s. *Fitzroy* of 600 tons ; very occasionally other vessels call at the islands. There is also occasional communication between Stanley and South Georgia.

The distance from Stanley to Montevideo is rather more than 1,000 miles and the length of the voyage varies from four to six days or more. Opportunities for the receipt and despatch of mails occur normally every four or five weeks.

The Government operates a wireless station for external traffic at Stanley and regular communication is maintained with the United Kingdom, Norway, Uruguay, Chile and the Argentine as well as with South Georgia, the Antarctic Bases and West Falkland. A rediffusion service is maintained by the Government in Stanley.

The fee for subscribers is £1 per annum and the number of subscribers in 1949 was 255. Overseas programmes and local programmes of gramophone records as well as news from the British Broadcasting Corporation service are relayed. In addition, a weekly broadcast service of local news is transmitted to the Camp. During the year 314 wireless sets were licensed.

The telegraph charges for messages to the United Kingdom and Commonwealth are :

<i>Deferred</i>	<i>Ordinary</i>	<i>Code</i>	<i>G.L.T.</i>	<i>N.L.T.</i>
7½ <i>d.</i>	1 <i>s.</i> 3 <i>d.</i>	10 <i>d.</i>	5 <i>s.</i> for	10 <i>s.</i> 5 <i>d.</i> for
per word	per word	per word	12 words.	25 words.

and for the last two classes of message 5*d.* for each additional word. Charges for internal messages are 1*d.* per word for ordinary and 3*d.* per word for code messages.

Air mail letter postage to the United Kingdom and Commonwealth is now 1*s.* 3*d.* for 5 grammes and 6*d.* for air letter cards. External ordinary letter postage is 2½*d.* per ounce. Internal letter postage remains at 1*d.* per ounce.

Communications between Stanley and the farms are provided by horseback or by boat, though the use of tracked vehicles is increasing. There are no railways, tramways or buses, and no roads beyond the immediate neighbourhood of Stanley. The inter-island service for mails and passengers is carried out by the *Fitzroy*, the Government-owned vessel *Philomel* and by aeroplane.

No inland telegraphs exist, but a telephone system is maintained by the Government in Stanley for general as well as official use. Most of the farm stations have their own lines connected to the Stanley system on East Falkland, and on West Falkland the telephones converge at Fox Bay, where there is a Government wireless station for inter-insular traffic. Several farm stations have private radio-transmitters of low power for local communication, and Government will shortly be supplying specially designed radio-telephone sets for use in the Camp.

The number of vessels which entered the port of Stanley during 1949 was 23 with a total net tonnage of 21,255. This figure almost entirely consists of repeated entries by the *Fitzroy*.

Chapter 12 : Local Records

The private transcribing of the Register of Christ Church Cathedral, Stanley, begun in 1948 with the permission of the Chaplain, was completed in 1949, and the transcripts were sent for typing to the Society of Genealogists in London.

All memorial inscriptions in the old cemetery at Deception Island in the South Shetlands and some still older ones at South Georgia were copied during the year, this transcript also being sent to the Society of Genealogists.

PART II

Chapter I : Geography and Climate

THE Falkland Islands lie in the South Atlantic Ocean between 54° and 53° south latitude and 57° and 62° west longitude and about 300 miles east and somewhat to the north of the Straits of Magellan. There are two main islands—East and West Falkland—which are divided by the Falkland Sound, running approximately north-east and south-west, and about 200 smaller islands around them within a space of 130 by 80 miles. The area as computed from the Admiralty chart is as follows :

	<i>Square miles</i>
East Falkland and adjacent islands . . .	2,580
West Falkland and adjacent islands . . .	2,038
	<hr/>
	4,618
	<hr/>

The islands have a very deeply indented coastline and possess many excellent harbours and anchorages. The surface is hilly, attaining its maximum elevation of 2,315 ft. in Mount Adam on West Falkland. There are no navigable rivers. The entire country is covered with wild moorland interrupted by outcrops of rock and the peculiar collections of angular boulders called “stone runs” or “stone rivers.” Apart from Stanley, where practically every house has a garden, there is no cultivation except in the immediate vicinity of the farm settlements and shepherds’ houses where vegetables and, in some places, oats and grass for hay are grown. The soil is chiefly peat, but areas of sand also occur. In general appearance, the Falkland Islands are bleak and inhospitable in rain or snow (and snow has been recorded for every month of the year) but in fine weather they are very attractive to anyone accustomed to moorland scenery. Trees are absent except in a very few places where some have been planted, and the scenery is said to resemble parts of Scotland. The only town is Stanley, the capital, situated on a sharply-rising hillside forming the southern shore of a harbour entered from Port William, on the east side of the group. It has about 1,200 inhabitants. Smaller settlements have been established as the headquarters of various farm stations into which the Colony is divided ; of these the most important is Darwin, the headquarters of the Falkland Islands

Company's farms, with a population of about 100 persons. The entire territory outside Stanley is known locally as "the Camp." Seasonal variations in the climate of the Falkland Islands are less noticeable than in the United Kingdom. The winters are slightly colder and the summers much colder than at Kew, which is about as far north of the equator as Stanley is south ; the weather is even more changeable than that of the United Kingdom. The relatively low temperatures are mainly due to oceanic circulation, but the daily weather is related to the direction of the wind, which, not infrequently, is so inconsistent as to give rise to wide ranges of temperature within short intervals. The annual rainfall is not excessive, averaging 30 inches. Precipitation occurs on two out of every three days in the year and the atmosphere is usually damp, particularly in and around Stanley. A large proportion of the days are cloudy and tempestuous, calm bright weather being exceptional and seldom outlasting 24 hours.

Over 120 species of wild birds have been recorded and 176 species of wild plants. Among the birds are the logger duck, rock shag, many different types of gull, gentoo, rock-hopper and jackass penguins, terns, snipe, teal, upland and kelp geese, and turkey buzzards. There are no native land animals, but there are seals on the coast.

Chapter 2 : History

The honour of first sighting the Falklands is thought to belong to John Davis, who observed the group from his ship *Desire* in 1592. He sailed from Plymouth in an expedition commanded by Admiral Cavendish, with the Philippines and the coast of China via Cape Horn as his destination. The vessels in this expedition were the *Galeon* under Admiral Cavendish ; the *Roebucke* under Vice-Admiral Cocke ; the *Desire* under Captain John Davis ; the *Black Pinesse* under Captain Tobie ; and the *Daintie* under Captain Cotton.

John Jane, the historian of the voyage, described the discovery of the islands as follows :

"The Ninth (Aug. 1592) wee had a sore storme, so that wee were constrained to hull, for our sails were not to indure any force. The 14 wee were driven in among certaine Isles never before discovered by any knowen relation, lying fiftie leagues from the shoare East and Northerly from the Streights ; in which place, unlesse it had pleased God of his wonderfull mercie to have ceases the winde, wee must of necessitie have perished. But the winde shifting to the East, wee directed our course for the Streights, and the 18 of August wee fell with the Cape (Virgin) in a very thick fogge ; and the same night wee ankered ten leagues within the Cape."

These isles were the Falkland Islands.

Two years later, Sir Henry Hawkins reports having seen them, and a Dutchman, Sebald Van Weerdt, in 1598, appears

to have visited some of the out-lying islands, thought to be the Jasons on the north-west coast. They are so shown on a map hanging in the Secretariat, bearing a date "about 1790," and were long named the Sebaldine Islands. The islands were named by Captain Strong after the then Lord Falkland, Treasurer of the Navy, in 1690. He sailed in *Welfare* between the West and East Falklands, and called the passage Falkland Sound but it does not appear that this name was applied to the group as a whole before 1745.

To historians the islands are known also as Les Malouines, after the Viscomte de Bougainville who sailed from the Brittany port of St. Malo; the Spanish variant, used on the mainland of South America is "Las Islas Malvinas."

The recorded history of the islands begins in 1764 when a settlement was established by de Bougainville. Setting sail from St. Malo on 15th September, 1763, he called at Montevideo, as is still the custom, where he took on board everything that was necessary to establish a settlement, including cows, calves, goats, sheep, hogs and horses. The Falklands were reached on 31st January, 1764. Finding no good anchorage at what is now known as West Falkland, the expedition sailed round to East Falkland, and entered Berkeley Sound. The site for the new settlement was selected on 17th March and a fort, St. Louis, was erected together with several huts. On 5th April formal possession in the name of King Louis XV was taken of all the islands under the name Les Malouines. Traces of this colony may still be seen at the western extremity of Berkeley Sound.

In the light of history it seems a strange coincidence that the Admiralty should have despatched to the Falklands, about the same time, a Captain Byron, with orders to seek some suitable place for use as a base. He made his landfall at Saunders Island and taking possession of this and all neighbouring islands in the name of King George III, named the settlement and harbour Port Egmont, after the Earl of Egmont, then head of the Admiralty.

On his departure he left Captain Macbride in charge and the latter, whilst circumnavigating the islands, was surprised to discover the French settlement at Port Louis, less than a hundred miles from his own base. He warned the French to remove themselves from territory belonging to the English Crown and himself went to England to report his discovery. The Government thereupon decided to establish a settlement at Port Egmont, and during 1766 both countries maintained settlements in the islands.

For the next two years much bad feeling was engendered between the three great powers of that period, France, Spain and England. Spain had for long regarded the South Atlantic as her own particular "sphere of interest" and was determined to resist attempts by either France or Britain to appropriate the islands. After long, and often very angry correspondence, the French King consented to withdraw his subjects and this was duly done in 1767 on payment of

a sum said to have amounted to £24,000. The Spaniards, taking possession, changed the name of the settlement to Soledad, and left a garrison there under authority of the Imperial Governor at Buenos Aires. Of this episode, de Bougainville wrote :

“ I delivered our settlement to the Spaniards who took over possession of it by planting the Spanish colours which were saluted at sunrising and sunset, from the shore and from the ships. I read King Louis' letter to the French inhabitants of this infant colony by which His Majesty permits their remaining under the Government of His Most Catholic Majesty. Some families profited of the permission ; the rest, with the garrison, embarked on board the Spanish frigates.”

Endeavours to induce the British to withdraw were more protracted, and eventually orders were sent for their expulsion by force. On 4th June, 1770, a Spanish frigate entered Port Egmont and two days later four more Spanish ships anchored opposite the settlement. The one British vessel was a sloop-of-war, *Favourite*, and the only fortifications a block-house and a mud battery mounting four 12-pounders. The British captain, playing for time, wrote to the Spanish Commodore, requesting him to depart as soon as he had obtained “ necessary refreshments.” In a brief reply, the Spaniard stated that he had come with a very large force, comprising 1,400 men, besides the crews of his vessels and an ample supply of ammunition and artillery, and his orders were to expel the British occupants. The latter had then no other course but to capitulate, the Spanish troops coming ashore on 10th June, 1770. The British settlers were embarked on board the *Favourite* and sailed on 14th July, reaching England on 24th September.

The Spanish action brought the two countries to the verge of war, but on 16th September, 1771, after protracted negotiations, Port Egmont was restored to Britain. However, the settlement was short-lived for the islands were abandoned by the British in 1774 ; before they left, a plaque was erected on a blockhouse, with the following inscription :

“ BE IT KNOWN TO ALL NATIONS. That Falkland Islands, with this Fort, the Stonehouse, Wharfs, Harbours, Bays and Creeks thereunto belonging are the Sole Right and Property of His Most sacred Majesty, George the Third, King of Great Britain, France and Ireland, Defender of the faith, etc. In witness whereof this plate is set up, and His Britanic Majesty's colours left flying as a mark of possession.

by S. W. Clayton,

Commanding Officer at Falkland Islands

A.D. 1774.”

While Port Egmont remained deserted, the Spaniards maintained their settlement of Soledad until they too, withdrew in the first quarter of the nineteenth century ; the exact date is still uncertain. Apart from the sealing and other vessels which frequently took refuge in the natural harbours, the Falklands were without permanent occupants for a number of years.



H.M.S. SPARROW AT ADMIRALTY BAY, SOUTH SHETLANDS



IN CAMP AT MOUNT TRICORNE, 73° SOUTH



VIEW OF STANLEY FROM BATTLE MEMORIAL

With acknowledgments to Mr. H. L. Bound



With acknowledgments to Mr. E. F. Lellman
 NEW TOWN HALL UNDER CONSTRUCTION



With acknowledgments to Captain F. W. White
 NORSEMAN AIRCRAFT AT GOOSE GREEN



NEPTUNE'S BELLOW'S, DECEPTION ISLAND, SOUTH SHETLANDS

Argentine interest in the Falklands began in 1824 with the endeavours of Louis Vernet to revive the settlement at Port Louis (or Soledad). Vernet, by origin a German from Hamburg who had resided long in America, had removed to Buenos Aires. Under authority of the Republic of Buenos Aires, he finally took possession of Soledad in August, 1829. British protests followed this action, although the situation remained quiet until 1831. Vernet then seized three United States vessels, a rash action which eventually led to the American warship *Lexington* destroying the small fort at Soledad and retaking the vessels which had been seized.

Argentine claims to the islands persisted, but the British Government re-asserted its sovereignty in 1832 by sending out His Majesty's ship *Clio* under the command of Captain Onslow. On reaching Port Louis he found 25 Argentine soldiers, and a schooner flying the Argentine colours. The Argentine commander was acquainted with the object of the mission and given orders to quit ; while consenting to embark his soldiers he kept the Argentine flag flying whereupon Captain Onslow landed, hoisted the British flag, and sent an officer to haul down the foreign flag which was delivered on board the Argentine ship. On leaving Port Louis in 1833 Captain Onslow entrusted William Dickson (Vernet's storekeeper) with the care of the settlement, leaving with him instructions that the British flag be hoisted when any vessels anchored, and on all holidays.

The year of the establishment of the Colony is marked by a savage crime which will cause less surprise if the wild nature of the settlers remaining at Port Louis is called to mind—sealers and whalers of various nationalities, Indian convicts and gauchos from South America and adventurers generally disposed to resent the mere existence of authority. On 26th August, 1833, Matthew Brisbane (Vernet's agent) and William Dickson were brutally done to death by three gauchos and six Indians assisted by some deserters from vessels who supplied them with firearms, without warning and, so far as is known, for no tangible cause. Brisbane lies buried in the cemetery there and his grave, put in order by Governor Allardyce many years after, is now cared for and honoured.

When the news of the crime became known Lieutenant Henry Smith, R.N., was sent to the Colony as Governor and was succeeded as such by other naval officers until a civil administration was formed under Lieutenant R. C. Moody, R.E., in 1842. Governor Moody laid out a township which he named Anson and then removed in 1844 to Stanley, the present capital. After difficult times in the beginning further settlers and fresh capital were gradually attracted by the possibilities of the new Colony and in 1846 that part of the East Falkland Islands lying south of the isthmus at Darwin was conceded by sale to Samuel Lafone of Montevideo ; Lafone, however, did not long continue to farm the property on his own account and in 1851 transferred it to the Falkland Islands Company which was

incorporated by charter that same year. The Falkland Islands Company besides owning Lafonia has extensive tracts of land in the northern half of East Falkland Island and also in West Falkland Island and carries on business as shipping agents and general merchants in Stanley. In 1849 the small garrison composed of sappers, which had been maintained in the Colony, was replaced by a detachment of Chelsea pensioners. Not many of them remained and in 1858 they were replaced in turn by a garrison of marines, 35 in number and all married. About this time the South American Missionary Society founded a training settlement on Kepple Island for Indians from Tierra del Fuego. The settlement did not succeed and the experiment had to be abandoned. Bishop Stirling, who was consecrated first Bishop of the Falkland Islands in 1869, came out to Kepple Island as superintendent of the settlement in 1862. In February, 1871, His Royal Highness the Duke of Edinburgh visited the islands and in January, 1881, Prince (later King) George entered Port William together with his brother Prince Albert Victor on board H.M.S. *Bacchante*, but was prevented from landing by the receipt of sudden orders to proceed to the Cape of Good Hope.

The early industry of the Colony was exploitation, mainly for their hides, of the wild cattle running freely over the East Falkland Island. These wild cattle were descendants of the cattle introduced by de Bougainville and of later importations during the Spanish occupation ; they were considered the property of the Crown and their slaughter was subject to licences issued by the Governor. Sheep farming was attempted first by the brothers Whittington on East Falkland where, by the year 1860, a considerable number of sheep was being run, and shortly afterwards a start in this direction was made on West Falkland. Between 1870 and 1880 a definite change over from cattle to sheep took place and subsequently the wild cattle were killed off by degrees and have now become to all intents and purposes extinct. The Colony enjoyed a steady prosperity from the proceeds of its wool, but few landmarks of positive progress stand out other than that in 1885 the Colony became entirely self-supporting and that in 1912 a wireless station was opened. Indeed, the Falkland Islands were little remembered until 8th December, 1914, when they sprang into fame as the scene of Sturdee's brilliant victory over Graf von Spee. Not long before they had bade farewell to Cradock on the eve of Coronel. Eighth December has been adopted in the Colony as a national day and is annually celebrated by a religious service and by a public holiday.

A memorial commemorating this victory was unveiled on 26th February, 1927.

Because of the unsettled state of the world there were no development schemes in progress in 1939. When war was declared the Falkland Islands Defence Force was embodied in order to man the

previously chosen outposts and the gun-sites, and training of the infantry company was greatly intensified. The Defence Force stood down in 1945.

At the same time the Colony's value as a naval base became obvious as a result of the activity in the South Atlantic. One notable local event was the return of the British cruisers after the Battle of the River Plate to land the wounded, who were cared for in the local hospital for several weeks. At the beginning of 1940 there were at one time as many as six cruisers in Stanley Harbour and its approaches, but after the disappearance of German raiders, naval activity diminished greatly. The area to the south of the River Plate was devoid of shipping and, perhaps, too remote for submarine warfare.

In 1942, following the outbreak of war with Japan, a garrison of imperial troops arrived. It comprised the 11th Battalion, the West Yorkshire (the Prince of Wales' Own) Regiment, the 359th A.A. Battery, R.A., and parties of the Auxiliary Corps, in all some 2,000 officers and men. The sending of such a force was an indication of the strategic importance of the Colony. The man-power shortage continued because batteries and outposts manned by the local force had to be kept at full strength.

Until a permanent camp of Nissen hutting was constructed the 2,000 troops were billeted in the town and the householders of Stanley, despite all inconveniences, displayed that hospitality which is a characteristic of the Falkland Islanders. The force left at the beginning of 1944 and was greatly missed; it was succeeded by a much smaller body, about 200 men, which was responsible for the maintenance and eventually the dismantling of the camp, and it was withdrawn in 1945.

Unemployment in the Colony disappeared with the calling-up of men for the Falkland Islands Defence Force and this mobilisation embarrassed civil affairs in the early days. Military and civil man-power needs were a matter for frequent adjustment throughout the war, and although neither was, perhaps, fully satisfied, a state of fair equilibrium was reached at least as regards essential activities. The drift of men into Stanley which has been going on for some years was aggravated in the early days of the war and has had a marked and permanent effect in a labour shortage on the farms.

Stanley Town Hall was accidentally burned to the ground in 1944. Its fine public hall played a very important part in social life, so that the loss of it was a blow to the whole community. The building contained also the Public Library, the Museum and certain Government offices. As stated above, considerable progress has been made in the building of a new Town Hall.

The roads in Port Stanley and its environs deteriorated partly on account of the heavy traffic for which they had not been designed, and their repair will be a major work. The stocks of building materials in the Colony became greatly reduced, and their replacement extremely difficult, the more so when the local steamer had to bring military stores as well as the customary supplies, since the remoteness of the Colony from shipping routes limits imports to what can be carried by this vessel from Montevideo. The effect of this reduction is likely to be felt for years.

During the war the Government and people made gifts of over £70,000 to the United Kingdom as a war contribution including some £20,000 for war charities such as the Red Cross. Ten Spitfires were bought with £50,000 of this total which was voted by the Legislative Council in 1940, and these aircraft flew into action bearing the name "Falkland Islands." Despite limited man-power resources, over 150 of the Colony's young men and women served in the Armed Forces, Merchant Navy, Nursing Services, and the Land Army in the United Kingdom.

Chapter 3 : Administration

At the head of the Government of the Colony is the Governor and Commander in-Chief, who is advised by an Executive Council consisting of four official and two non-official members. There is also a Legislative Council the composition of which has been described at the beginning of this Report.

Local government is confined to the capital where there is a Town Council. This Council consists of six elected members and three members nominated by the Governor ; the members of the Council annually elect one of their members as chairman.

Chapter 4 : Weights and Measures

Imperial weights and measures are used.

Chapter 5 : Newspapers and Periodicals

The *News Weekly* produced by Government was discontinued during 1949.

The *Government Gazette* is published monthly.

Chapter 6 : Reading List

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(B) THE DEPENDENCIES

PART I

Chapter 1 : Population

THE population of South Georgia lives in the whaling stations and at the Government Headquarters at Grytviken (King Edward Cove) in Cumberland Bay. During the summer it approximates to 1,000 almost all males, but during the winter it is not more than one-half of that number. The British inhabitants of South Georgia are for the most part members of the small Government staff and of the crews of British vessels ; the foreign population is almost exclusively Norwegian. There is no permanent population in the remainder of the Dependencies. Two deaths, no births and no marriages occurred in the Dependencies in 1949.

Chapter 2 : Occupations, Wages and Labour Organisation

OCCUPATIONS

Whaling and, to a much less extent, sealing, with the necessary auxiliaries of repair shops, etc., are the only occupations in South Georgia. Labour is recruited overseas, mainly in Norway, on special terms adopted by the whole whaling industry. Details of the terms can be found annually in the *Norwegian Whaling Gazette*. There are no industries in the other Dependencies.

Some 1,000 men are employed during the season—October to March—working about 54 hours per week. During the remainder of the year the number falls to about 500 and the average number of hours per week to 40. Sealing is carried on mainly outside the whaling season.

WAGES AND COST OF LIVING

A system of bonuses on production is employed and, besides wages and bonuses, all hands are provided with quarters, heating, light and food, which, although plain, is good and plentiful. As all foodstuffs are provided by the whaling companies, the question of cost-of-living bonus does not arise. There are no shops and no private trade, but each station has a "slop chest" where clothing, tobacco, etc., may be purchased.

Chapter 3 : Public Finance and Taxation

The revenue of the Dependencies amounted in 1948 to £225,807, the main heads being customs, including export taxes on whale and seal products, £65,671; income and companies tax, £52,472; sale of stamps £6,774; and a transfer of £90,957 from the Research and Development Fund which was wound up. Expenditure for the year was £92,306.

Figures of revenue and expenditure for the five years up to 1948 are :

	<i>Revenue</i>	<i>Expenditure</i>
	£	£
1944	14,272	15,133
1945	13,283	14,447
1946	119,084	83,660
1947	38,899	64,212
1948	225,807	92,306

As from 1st October, 1948, the accounts of the Dependencies were completely separated from those of the Colony. The excess of assets over liabilities on 31st December, 1948, was £72,444. On the same date the Reserve Fund amounted to £82,886.

For Taxation, see under the Colony.

Chapter 4 : Banking and Currency

No banks exist in the Dependencies. Through the Treasury at Stanley facilities are afforded for deposit in the Government Savings Bank or for remittances overseas.

The legal tender is British coinage and Falkland Islands £5, £1, and 10s. notes.

Chapter 5 : Commerce

The whole of the Dependencies' requirements in foodstuffs is imported. The value of imports and exports for the year under review and for the five years 1945 to 1949 was :

	IMPORTS				
	<i>(Including imports from the High Seas (pelagic whaling) for re-export)</i>				
	1945	1946	1947	1948	1949
	£	£	£	£	£
Raw Materials	251,604	421,114	401,530	523,463	707,455
Mainly manu- factured	252,517	241,760	272,131	1,421,987	868,785
Food, Drink and Tobacco	43,897	61,046	111,385	97,715	127,654
Miscellaneous	207	158	851	170	—
	<u>£548,225</u>	<u>724,078</u>	<u>785,897</u>	<u>2,043,335</u>	<u>1,703,894</u>

(Total imports from High Seas: £1,015,575 in 1948 and £466,640 in 1949).

FALKLAND ISLANDS

IMPORTS

Percentages, including imports from the High Seas for re-export.

	1945	1946	1947	1948	1949
Foreign Countries .	78.75	81.94	76.75	36.24	54.60
British Commonwealth	21.25	18.06	23.25	14.06	17.95
High Seas .	—	—	—	49.70	27.45

PRINCIPAL SUPPLYING COUNTRIES

	1945	1946	1947	1948	1949
	£	£	£	£	£
Dutch West Indies	234,513	313,019	291,744	392,896	239,835
United Kingdom	85,553	130,633	182,301	274,736	295,781
Norway	—	58,653	10,588	210,177	250,821
Uruguay	15,688	23,875	91,468	26,413	—
Argentina	44,135	44,900	50,427	45,424	50,552
Saudi Arabia	—	—	—	—	65,680
Venezuela	—	—	—	—	311,304

PRINCIPAL IMPORTS

Principal Supplying Countries

	1947	1948	1949	
	£	£	£	
Coal, Coke and Fuel Oil .	356,617	490,965	765,176	U.K. £19,509, Dutch West Indies, £238,966, Venezuela £311,304, Spain £8,000, Saudi Arabia £65,800.
Provisions .	111,385	97,715	127,654	U.K. £33,746, Norway £51,302, Argentina £32,290
Bags & Bagging .	21,995	7,732	19,888	U.K. £12,896, Norway £6,992
Hardware .	103,012	262,822	280,104	U.K. £145,000, Norway £120,179, Argentina £11,168
Canvas and Rope	30,231	33,806	38,694	U.K. £20,932, Norway £15,318, Argentine £1,250
Paints & Oils .	9,107	7,661	22,676	U.K. £8,558, Norway £10,560

EXPORTS

	1945	1946	1947	1948	1949
	£	£	£	£	£
Whale Oil .	502,935	633,437	1,592,519	3,263,434	2,942,513
Whale Meat					
Meal .	—	35,001	136,393	264,274	268,117
Other Articles.	11,348	65,019	75,940	43,854	24,864
Guano .	93,695	88,112	72,625	116,639	128,024
Seal Oil .	—	171,470	69,921	212,002	189,726
Whale Bone .	—	930	2,094	—	—
Total Exports (Including re- exports)	607,978	993,969	1,949,492	3,900,203	3,553,244

RE-EXPORTS

	1945	1946	1947	1948	1949
	£	£	£	£	£
Whale Oil .	145,400	144,800	35,000	839,520	697,460
Other Articles.	11,025	62,829	71,127	17,251	10,000
Total re-ex- ports .	156,425	207,629	106,127	856,771	707,460

DOMESTIC EXPORTS

		1947	1948	1949
Whale Oil .	. brl. .	146,706	162,939	169,203
Whale Meat Meal .	. lb. .	12,226,932	19,645,809	14,232,960
Guano .	. cwt. .	105,745	82,064	6,459
Seal Oil .	. brl. .	9,393	15,166	13,358
Whale Bone .	. cwt. .	820	—	—

EXPORTS

(distribution by percentages)

	1945	1946	1947	1948	1949
British Empire .	52.25	61.22	64.64	54.88	84.6
Foreign Countries .	3.13	11.10	35.36	35.11	15.38
High Seas .	44.32	27.68	—	10.01	.02

EXPORTS

Principal Destinations

	1945	1946	1947	1948	1949
	£	£	£	£	£
United Kingdom	319,622	576,685	1,219,924	2,140,928	3,059,049
Norway .	—	80,000	594,592	952,733	458,752
High Seas .	269,307	301,323	53,587	390,611	95,200
Denmark .	—	—	39,213	375,290	—
Uruguay .	—	—	33,364	40,641	—
Argentina .	—	35,961	8,452	—	820

RE-EXPORTS

	1947	1948	1949	<i>Destination</i>
Whale Oil brl.	2580	56,582	58,814	United Kingdom

Chapter 6 : Production

Whaling and sealing are the only industries in the Dependencies and the by-products of the whale, such as meat-meal and guano, are the sole products. The whaling season lasts for six months, October to April, and sealing is carried on during the winter and spring. For the purpose among others of assisting whaling operations, the Government maintains a meteorological station in South Georgia, and in 1949 there were seven other stations in other (Antarctic) parts of the Dependencies manned by the men serving in the Falkland Islands Dependencies Survey, though two of them (i.e. the bases at Port Lockroy and Hope Bay) were occupied during the earlier months of the year only.

WHALING

There are three land whaling stations, all in South Georgia. The average price of first quality whale oil in 1949 was £90 per ton.

The latest available report is for the season 1948-49 and the following is extracted from it: "On the whole the season's catch and production may be considered quite satisfactory. At times whales were reported to be fairly numerous and those caught in November and during the remaining part of the season were in exceptionally good condition. The catch, however, suffered as a result of bad weather. Storms, snow and fog occurred with exasperating frequency and the whale catchers were compelled to take shelter in harbour for days at a time." The catch amounted to 2,941 whales, namely 226 Blue, 1,922 Fin, 18 Humpback, 213 Sperm and 562 Sei. 172,290 barrels of oil and 141,021 bags of guano were produced, including 8,579 bags of dehydrated whale meat and 20 tons of baleen.

The following table shows the catch and production for the last five seasons :

<i>Season</i>	<i>Number of Whales</i>	<i>Oil (Barrels)</i>	<i>Guano, etc. (Bags)</i>
1944-45 	1,269	75,540	72,294
1945-46 	1,913	78,880	92,186
1946-47 	2,550	144,386	129,151
1947-48 	2,949	163,651	137,173
1948-49 	2,941	172,290	141,021

SEALING

This is confined to the surplus males of the immense herd of Elephant Seals which, with the whole-hearted co-operation of the

sealers, has been assiduously nursed by the Administration and for many years has increased continuously. Sealing is carried on under a system of annual licences, and the coasts of South Georgia are divided into four divisions of which only three are worked annually so that each division is rested one year in four. The catch for the season under review was lower than the previous season and was undoubtedly due to adverse weather conditions and the poorer condition of the seals taken. As in the previous season the whaling company to which the sealing concession had been granted was compelled to seek an extension of the season for a period of 15 days from 1st to 15th November. The catches for the last five seasons were :

<i>Season</i>	<i>Seals</i>	<i>Oil</i> (<i>Barrels</i>)	<i>Average per Seal</i> (<i>Barrels</i>)
1945 . . .	5,382	10,382	1.929
1946 . . .	4,449	8,075	1.815
1947 . . .	6,000	11,994	1.999
1948 . . .	7,500	15,093	2.012
1949 . . .	6,876	13,358	1.942

Chapter 7 : Social Services

EDUCATION

There were only three children in South Georgia during 1949 and none in the other Dependencies. There is no state education. When there are children in South Georgia they are invariably educated by the parents.

HEALTH

There is little or no sickness in the Dependencies, even colds being rare, but accidents occur among the whaling crews.

The whaling companies in South Georgia have their own hospitals and doctors, the Government contributing a share of the salary of the Medical Officer at Grytviken.

HOUSING

No housing question arises. All the officials are suitably housed and the accommodation provided by the whaling companies for the men working on the stations is adequate. Housing is of a type specially suited to the rigours of the climate.

SOCIAL WELFARE

In South Georgia cinema shows are given by the whaling companies for the benefit of the men. Football is popular in summer and skiing in winter.

Chapter 8 : Justice, Police and Prisons

The Administrative Officer and Magistrate, South Georgia, sits at Grytviken in a court of first instance and the Supreme Court of the Colony at Stanley is common to all Dependencies. One constable is stationed at South Georgia. No cases of serious crime came before the courts during the year. The whalers are a most peaceful and law-abiding community, rarely requiring the intervention of the civil authority. A high standard of discipline is maintained by the managers of the several whaling stations.

Chapter 9 : Public Utilities

There are no public utilities. The whaling stations and the Government quarters have their own water and electricity supplies.

Chapter 10 : Communications and Transport

There is no regular sea communication between South Georgia and Stanley, but opportunity occurs from time to time during the whaling season for the carriage of mails direct between Europe and the River Plate and South Georgia. Ships of the Antarctic whaling fleet call at South Georgia on their way to the grounds in November and on the return journey in April. During the course of her tour of the Dependencies, the *John Biscoe*, the Falkland Islands Dependencies Survey vessel, visits South Georgia.

Communication with the other Dependencies is maintained by the *John Biscoe* which is used to relieve and supply the Bases in the Antarctic.

Post offices are maintained at South Georgia and at each of the Falkland Islands Dependencies Survey Bases.

The Colonial Wireless Station at Grytviken is in regular communication with Stanley through which traffic passes overseas.

No railways or roads exist in the Dependencies. Three floating docks are maintained at South Georgia by the whaling companies, one at Grytviken and two at Stromness Harbour. The dock at Grytviken has an overall length of 133 feet and a breadth of 34 feet with a lifting capacity of 600 tons. It is capable of taking vessels up to 140 feet in length and drawing 15 feet 6 inches. Stromness dock is 150 feet long, 34 feet wide and it is believed that its lifting capacity is 700 tons. It will accommodate vessels up to 160 feet in length and 15 feet in draught. The new dock will take vessels up to about 1,000 tons.

There are two ports of entry in the Dependencies, one at Gryt-viken, South Georgia, and the other at Port Foster, Deception Island, in the South Shetlands.

The following ships entered at South Georgia in 1949 :

<i>Nationality</i>	<i>Vessels</i>	<i>Tonnage</i>
British .	59	123,499
Foreign .	24	37,845

Chapter II : Falkland Islands Dependencies Survey

The S.V. *John Biscoe* left Port Stanley on her first voyage to the Dependencies on 29th November, 1948. Her immediate task was to relieve Base H (Signy Island) in the South Orkneys, Base G (Admiralty Bay) and Base B (Deception Island) in the South Shetlands, and, if ice conditions permitted, to bring off the personnel from Hope Bay, that Base having been destroyed by fire on the night of 8th November with the loss of two valuable lives.

The voyage to Signy Island was hampered by gale conditions and poor visibility which to the south of Signy Island dropped to less than a quarter of a mile. The base was reached through a maze of icebergs on 3rd December and the work of unloading stores commenced immediately ; this was completed by midnight and preparations made for an early departure the next day.

Course was set for Admiralty Bay but heavy pack ice was encountered on the morning of 5th December which entailed a detour of 40 miles to the north. Elephant and Clarence Islands were sighted on 7th December and the channel between Elephant and Cornwallis Islands was navigated and sounded and named Prince Charles' Strait. Base G was reached on 8th December after a passage through open pack ice and with wind freshening to gale force ; this prevented the unloading of stores until 10th December.

The first attempt to reach Hope Bay was made on the following day, but the eastern side of Bransfield Strait was found to be full of heavy pack ice and after struggling for several hours to get through this, the effort had to be abandoned and course was set for Deception Island which was reached on 12th December. High winds and adverse tides again delayed unloading operations until 15th December.

Two more unsuccessful attempts were made to reach Hope Bay on 16th and 17th December, but on each occasion ice conditions and poor visibility forced the ship back to the safety of Deception Island ; by this time the ship was getting rather short of fuel and it was decided to return to Stanley. Radio-telephony conversation with the leader of the base at Hope Bay confirmed that he had adequate stores at the base and satisfactory tent accommodation.

The ship embarked on her second southern voyage on 15th January, 1949, with the relief of the party at Hope Bay as her first commitment. Good progress was made as far as Bransfield Strait where, after running into heavy pack and waiting 24 hours for conditions to improve, course was set for Admiralty Bay which was reached on 21st January. After another attempt to reach Hope Bay on 22nd January, *John Biscoe* diverted to Deception Island to take in water. Three more attempts were made to reach Hope Bay before it was finally relieved on 4th February. Personnel were found to be in good spirits in spite of having spent the previous three months living in tents ; they were embarked with the dogs and some stores, the remainder being left to form an emergency depot. Apart from the sad loss of life, material loss at this base was very heavy including of course the greater part of the records and specimens.

The *John Biscoe* returned to Deception Island and there disembarked personnel and dogs, before proceeding to Port Lockroy on 7th February. Later that day she was diverted on the Governor's instructions to Admiralty Bay to stand by and assist H.M.S. *Sparrow* which was temporarily beset there and running short of fuel and rations. Arriving at Admiralty Bay on 8th February, *John Biscoe* was unable to leave until the 12th owing to ice ; she then took off 92 of H.M.S. *Sparrow*'s company who were to be transferred to H.M.S. *Glasgow* at a rendezvous to the west of the South Shetlands. However ice conditions in the Bransfield Strait had improved and H.M.S. *Sparrow* was advised to attempt to clear Admiralty Bay and rendezvous with *John Biscoe* at Desolation Island which she was able to do and the naval ratings were then returned to her.

John Biscoe now set course for Port Lockroy which was reached on 14th February. Stores and personnel were embarked and the base hut secured and closed for the winter ; the ship then continued to the Argentine Islands on 18th February, and having exchanged personnel returned to Port Lockroy on the same day. After a final visit to Deception Island on 19th February, the *John Biscoe* returned to Port Stanley to refuel preparatory to proceeding on the third voyage south.

The third southern voyage was fraught with difficulties and frustrations from the start ; the *John Biscoe* left Stanley on 7th March and proceeded in bad weather to South Georgia where she re-fuelled and was further delayed by necessary (but in the event unavailing) repairs to her port generator and she did not clear Leith Harbour until the 18th. Heavy pack ice was encountered soon after leaving Signy Island and this forced the ship a long way to the north before she could turn again for Admiralty Bay. Stores were landed there with great difficulty owing to an accumulation of glacier ice along the shore which combined with a heavy swell made landing a hazardous affair. A short call was made at Deception Island before embarking on the main task of relieving the base at Argentine Islands and Marguerite Bay.

The temperature fell rapidly as the ship proceeded southwards, new ice and many bergs were encountered in the Lemaire Channel and on reaching the Argentine Islands, with some difficulty owing to ice and repeated mechanical failures, on 28th March, the ship was confronted with the onset of winter and by vast fields of pack stretching as far as the eye could see. The Argentine Islands Base was inaccessible but a way was hacked through the ice with infinite labour to the edge of Winter Island where the stores were off-loaded and stacked for later collection by sledge.

Masthead and motor boat reconnaissance revealed no trace of any lead through the heavy concentration of ice and towering bergs which lay to the south and west ; ice reports from Marguerite Bay offered little encouragement and it soon became clear that not only was there no prospect of the ship getting through but that, with the sea fast freezing, the *Biscoe* stood every chance of besetment where she lay. There was thus no alternative but to withdraw while it was still possible to do so through the one (uncharted) channel which remained. Negotiating this successfully, the *John Biscoe* slowly pushed her way through heavy pack for eight hours before reaching freer water and comparative safety. She returned to Stanley on 10th April, having made a short call at Deception Island to collect the husky dogs that were later presented to the Anglo-Norwegian-Swedish Expedition.

A Naval Hydrographic Unit was installed at Deception Island (Base B) in the summer of 1948–49 to survey Port Foster, Whalers Bay and the approaches. The base establishment was occupied mainly with meteorology but carried out routine ornithological observations and investigated the temperature range of hot springs.

Although it was not possible to relieve Marguerite Bay (Base E) during the 1948–49 Antarctic summer, the party continued to carry out a very full year's work. Sledging parties were out by May and a number of short journeys were made during the winter for seal hunting and for local survey.

A party of three was established at an Emperor penguin rookery in the Dion Islands on 14th June and remained there under canvas throughout the winter. Daily observations were made of penguin behaviour and individuals were marked for identification. A series of embryos at different stages of development were collected together with skins and skeletons. The party finally returned to base carrying four live Emperors, each weighing 70 lb., and one chick ; one adult and a chick kept alive at the Base were evacuated by air and subsequently despatched to the London Zoo.

The advance party for the main southern sledge journey left the base on 9th September to place a depot at latitude 72°S. They were held up continually by soft snow and blizzard conditions and only managed to reach 70° 45' S ; they were able to survey 100 miles of coastline in King George V Sound on the return journey. The main

sledging party left base on 1st October and covered 1084 miles in 90 days. The furthest point reached was $73^{\circ} 16\frac{1}{2}'$ South and $72^{\circ} 22'$ West. Geological investigations were made and several new islands were discovered in the vicinity of Ekland Island.

Base F (Argentine Islands) was occupied mainly with meteorology and with the breeding and training of dogs. The party was able to make several short sledge journeys along the sea ice off the west coast of Grahamland during which geological specimens were collected. On one journey in mid-winter the temperatures ranged between -38°F and -51°F .

Base G (Admiralty Bay) carried out a full field programme of survey, geology and glaciology. Topographical and geological surveys of King George and adjacent islands were completed, and intensive investigations made on a local glacier. Meteorological watches were kept on clear nights for most of the year. A sledge party found a metal plate at Potters Cove placed there by the German Grahamland Expedition of 1873-74. A new base hut was completed during the year on a better site; the original hut was completely drifted over during the winters of 1948 and 1949.

The main task at Base H (Signy Island) has been a biological investigation of the elephant seal. In addition a detailed topographical and geological survey of the south and east coasts of Coronation and Signy Islands was completed together with certain glaciological observations.

All bases have maintained wireless touch throughout the year and have transmitted meteorological observations three times daily.

PART II

Chapter 1 : Geography

The Dependencies include all lands and islands south of 50° of south latitude between the meridians of 20° and 50° west longitude and south of 58° of south latitude between 50° and 80° west longitude. There are two main groups, the one consisting of South Georgia with the South Orkneys and the South Sandwich Islands, and the other of the South Shetlands with Grahamland. They are defined in the Falkland Islands Letters Patent of 21st July, 1908, as amended by the Letters Patent of 28th March, 1917.

The island of South Georgia lies about 800 miles to the east of the Falkland Islands, in $54\frac{1}{2}^{\circ}$ south latitude, the South Orkneys and the South Sandwich Islands being 450 miles to the south-west and south-east respectively of South Georgia. The northern point of the South Shetlands is about 500 miles to the south of the Falkland Islands.

South Georgia has an area of about 1,450 square miles, is about 100 miles in length with a maximum breadth of about 20 miles, and consists mainly of steep mountains. There is little flat land and the island is almost entirely barren, the main vegetation being grass which grows on the north-eastern side of the island, where the snow melts in the summer. There are no indigenous mammals other than seals, but reindeer were introduced in 1911 and there is now a large, wild herd. There are many sea-birds, including penguins and albatrosses. The coastline has been fairly well charted. Although South Georgia is little more than a hundred miles farther south than Stanley, the difference in climate is very marked, that of the former approximating closely to conditions in the Antarctic. The mountains are covered by an extensive snow field throughout the year and the glaciers descend on a grand scale to the sea.

The other Dependencies are Antarctic in character, being very mountainous with many glaciers and almost completely snow-covered throughout the year.

Several instances of volcanic activity have been recorded at Deception Island, South Shetlands. The first earthquake of which there is any definite report occurred in 1923, although some of the whalers stated that shocks were felt in 1912. In February, 1924, a strong tremor was experienced at Deception Island where the occasion

was marked by the collapse of a large rock forming the top of a well-known natural arch named the "Sewing Machine" on account of its shape. In 1925, one of the giant columns in the entrance to the harbour disappeared. Again, in the season 1928-29 several earthquake shocks were felt, the most pronounced being in March, 1929, when a large quantity of rock fell, completely changing the formation of the ridge on the east side of the harbour. The water in the harbour of Port Foster frequently became agitated by subterranean heat, and the beaches in places were obscured by the steam they emitted. Volcanic activity has been observed in the South Sandwich group.

Chapter 2 : History

South Georgia was explored and taken possession of for Great Britain by Captain Cook, who landed there in 1775, the year in which he also discovered the South Sandwich group. The South Orkneys were discovered by Captain Powell of the British ship *Dove*, who landed on Coronation Island on 7th December, 1821, and took possession of the group in the name of King George IV. The South Shetlands were discovered by W. Smith, who landed and took possession in 1819, and they were examined by Captain Bransfield in 1829. Captain Bransfield also discovered Grahamland, and John Biscoe explored its west coast in 1832 when he took possession for Great Britain. Profitable sealing voyages to South Georgia were made prior to 1793 and British whalers were reported there in 1819.

Fur-sealing in the Dependencies achieved such proportions in the early part of the nineteenth century that voyages were made to them in the two seasons 1820-21 and 1821-22 by no less than 91 ships. So reckless was the slaughter that the fur-seal was practically exterminated. James Weddell stated that by 1822-24 these animals were almost extinct. A meteorological station on Laurie Island in the South Orkneys was established in 1903 by the Scottish Expedition under Dr. W. S. Bruce, and with the assent of the Government was transferred by him in 1904 to the Argentine Government, by whom it is maintained by permission of the British Authorities.

Later history is mainly concerned with the whaling industry.

From 1906 to the present day, whaling has been carried on in South Georgia by companies which are the lessees of the Administration.

In the South Shetlands the whaling lasted from 1906 to 1931. There was one leasehold land station at Deception Island, and floating factories operated in various well-known anchorages under licences from the Administration. The South Georgia whaling diminished to one station as a result of the rush to the pelagic grounds

in the Antarctic, but there has been some revival and three stations are now working.

In South Shetland the pelagic development resulted in a rapid withdrawal of the fleet towards the end of the nineteen-twenties and to the complete abandonment of the field.

Chapter 3 : Administration

The Dependencies are subject to the authority of the Governor and his Executive Council, the former being empowered under the Letters Patent of 1948 to legislate for the Dependencies.

An Administrative Officer, who is also Magistrate, and an official staff are maintained at South Georgia, and control over whaling operations in the other Dependencies is carried out by representatives of the Government, who accompany the expeditions as required.

There is no local government in South Georgia ; in fact, there are no communities besides the whaling stations which are run by the managers on behalf of the several companies owning them.

In the Dependencies other than South Georgia, there is a magistrate at each of the posts maintained by the Falkland Islands Dependencies Survey, who is one of the members of the survey party.

Chapter 4 : Weights and Measures

Imperial and Norwegian weights and measures are in general use.

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